

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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1. Meetings:
  - Attended weekly conference call
  - Pre-Phase III conference with DCI
2. The following Shipyard Question Submittals reviewed and commented on:  
  
No questions this reporting period
3. Logistics:
  - Continuing to work on initial outfitting lists for Sally Ride.
  - Deck and Eng orders in progress
4. Operator Concerns:
  - Blue Drive Shorebased Spares – ALM, AIM and Propulsion Motor drives are critical components with long lead times. The recent failure and repairs highlighted a need for spares.
  - Ballast Tank Coatings – Monitoring GDR's for coating issues on Armstrong. WTA for pre-delivery ballast tank inspection on Ride is in the works.
  - **Anchor Windlass** – Program office continues investigate possible solutions to the skipping problem. Chain wrap test planned for Ride using 1-7/16" chain.
  - **Aft Deck Noise Levels** – NCE's Airborne Noise Survey Report indicates improvement in noise levels on the aft working deck. Levels are still above the specifications.
  - **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in autopilot, the hydraulic oil temperatures are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
  - **Uncontaminated Sea Chest** – The sea chest was relocated on Armstrong and at present is schedule to be relocated on Ride during Phase III docking at DCI.
  - **Acoustic Tiles & MLV** – No additional tile to be placed in Traction Winch or Engine Room Bilge.
  - **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
  - **Ride Anti-Fouling Paint** – The international paint rep was on site to check the underwater coatings and make recommendations for corrective actions.
  - **Cummins Jacket Water Pumps** – Cummins has replaced the JW pump on #4 twice due to small oil seal leaks on the pump shaft. Will continue to monitor.
  - Condensate Drains – Condensate from SCU's, Fan Coil Units and Freeze Box drain to bilge pockets. This will result in increased maintenance costs and man hours in keeping decks and bilges clean. Configuration change request similar to Armstrong's to be submitted as soon as DCI provides a cost estimate for the required work.

- Fire Pump Sea Chest Vent – Vent terminates in traction winch room overhead and burps sea water into the space while the vessel is underway. Configuration change request to relocate the vents terminus to the main deck to be issued once DCI provide a cost estimate.
- Anchor Pocket Shims – Shims/Wedges to be installed per WHOI drawing. As suggested shims will be 12-inches wide vice the 6-inch width on Armstrong. Configuration change to be issued after DCI provides a cost estimate.

5. Sally Ride Progress:

- Phase III Haul-out – Sally Ride was scheduled to be on the synchro-lift on 1 April, put due to a delay in floating a barge on the ways, she was hauled out on the afternoon of the 8<sup>th</sup>.



- Underwater Coatings – The International paint rep was on site and walked the ship with DCI's paint foreman. There is 3-foot wide strip of AF failure on the port side and 4 or 5 softball size patches on the starboard side. The yard will fix these per International Paints recommendations. The yard will provide International's report to us. In addition, AF will be applied to the tail shafts as requested. The yard will then do a full coat of AF on the hull, including any touch up required for the bilge keel and other mods.

Example of Port Side AF Failure



Example of port side AF repair. Painters are sanding and fairing in affected areas at the waterline.



- Bilge Keel Mod – DCI is in the process of fitting and welding the new section to the bilge keels. See above picture.
- EM122 and EM712 Frames – The frames have been surveyed in and clamped into place. The yard will commence drilling and taping the holes on Monday.





- Transceiver Room – Rack and Kongsberg Equipment have been staged for installation in the transceiver room. Outside machinists are drilling foundations in preparation for mounting.



- Sea Chest Anti-Bio Fouling System WP10 – The yard has installed the electrical components and is in the process of making the interconnects to the Remote Display and the two Power Unit/Controllers.



- Fire Pump Sea Chest Deicing Line - The piping has been run by the fitters and the joints are being welded.



- Cable Transit – An additional cable transit was required to accommodate the large number of cables being run between the transceiver room and computer lab. The yard is taking care to protect the furniture, bulkheads and carpet in way of the cutting and welding.



- Furniture Configuration Change - The hospital bunk is being raise to allow for better ergonomic patient care. An additional row of drawers has been added. A double chart table and desk are being installed in the Pilot House.





- Topside Paint – Painters are making hay while the sun shines. Where necessary, they are going down to bare metal prior to coating.



